

Goal 15 OTHER TRANSPORTATION FACILITIES

Continue to support the movement of people, goods, and services by transportation modes such as air, rail, and water. The movement of trucks and hazardous materials shall continue to be regulated to ensure safety.

BACKGROUND

State Planning Law requires that Circulation Elements address the movement of people and goods. State Planning Law also requires Circulation Elements to discuss issues related to other forms of transportation, communication and public utilities. This chapter discusses other transportation facilities in the City that have not been addressed in the preceding chapters.

TRUCK AND HAZARDOUS MATERIALS ROUTES

Truck Routes

The City does not have a network of designated truck routes. The City relies on weight limit regulations to restrict truck traffic in inappropriate areas, such as residential neighborhoods.

Hazardous Materials Routes

The State of California Vehicle Code, beginning with Section 31300, governs transport of hazardous materials, including waste. The California Highway Patrol enforces these regulations on state highways and local police and fire departments oversee compliance elsewhere. The majority of tank trucks transporting hazardous materials travel via U.S. Highway 101. Until prohibited in the late 1980's, State Highway 154 was used as an alternate route.

Hazardous materials are also transported through the City via the Union Pacific Railroad. However, in 1995, the City Council adopted a resolution opposing the transportation of spent nuclear fuel through the City.

OTHER TRANSPORTATION FACILITIES

Air Transportation

The Santa Barbara Municipal Airport is located in the South Coast region of Santa Barbara County. The City of Santa Barbara has owned and managed the Santa Barbara Municipal Airport since 1941. It is the largest commercial service airport on the California coast between San Jose and Los Angeles.

The Airport includes three runways. Runway 7/25 is the east-west runway. It is 6,052 feet long and is the only runway at the Airport set up for instrument landing. It is also the runway for commercial jets and other large aircraft. Runways 15/33L and 15/33R are parallel north-south runways that are 4,183 feet and 3,952 feet long respectively. The Airport is presently served by

ten airlines, including United, United Express, Shuttle by United, American Eagle, USAir, Northwest, Alaska Airlines, Sky West/Continental Connection, Sky West/Delta Connection, and America West Express. Nonstop destinations include Los Angeles, San Francisco, Sacramento, Denver, Las Vegas, and Phoenix.

Currently, there are over 100 commercial flights daily with domestic and international destinations. The Airport generated 530,650 passengers in 1995 with the total number of passengers projected to be 936,000 by 2010. The number of Airport operations (take-offs and landings) is also expected to increase from 194,000 in 1995 to 218,000 in 2010. The rate of increase for passengers is greater than that for operations because it is expected that smaller commuter planes will be replaced with larger planes, reducing the number of flights necessary to carry the same number of passengers. While air carrier operations are the most visible of operations, the majority of air traffic at the Airport is generated by general aviation which includes small private planes, corporate jets, and helicopters. The Airport also provides an important base for U.S. Forest Service fire fighting planes during the fire season.

In 1990, the City Council established goals that are the basis of the development of the Airport Specific Plan, Airport Industrial Area Specific Plan, and the Aviation Facilities Plan. The Airport Industrial Area Specific Plan (ASP) is focused on the commercial/industrial area on the north side of the Airport, straddling Hollister Avenue. The Administrative Final Specific Plan was released for public review in August, 1997, and will be the subject of public hearings through the end of 1997. The Aviation Facilities Plan (AFP) is focused on Airport operations. This Plan calls for:

- construction of a 1,000 foot long by 500 foot wide Runway Safety area at each end of Runway 7/25,
- extension of Runway 7/25 to accommodate the loss of usable runway due to the construction of Runway Safety Areas at each end of the runway,
- construction of a 1,000 foot long by 500 foot wide Runway Safety area at each end of Runway 7/25,
- addition of 40,000 to 50,000 square feet to the Airline Terminal,
- addition of parking for 1,300 automobiles,
- addition of a new Taxiway M west of and parallel to Runway 15/33L, and
- addition of up to 75 T-hangars (covered parking for aircraft).

These changes are proposed in order to meet existing needs, projected future needs, and to increase Airport safety. A draft Aviation Facilities Plan was completed in 1990 and is presently being rewritten to include updated passenger projections, noise contours, and project descriptions.

Because the intersections affected by traffic generated from both the Airport Specific Plan and the Aviation Facilities Plan are in the unincorporated County area, the City is working with County Planning and Development and Public Works Departments to develop traffic mitigation measures.

Rail Transportation

Union Pacific Railroad arrived in Santa Barbara in 1886 and completed the Coast Line in 1901, making it possible for passengers to travel between San Francisco and Los Angeles. The present Railroad Depot at State and Yanonali Streets was completed in 1905 and is a designated City Landmark. Union Pacific Railroad operates freight trains through Santa Barbara. On average, seven freight trains travel through Santa Barbara daily on weekdays, and four freight trains travel through Santa Barbara daily on weekends. Passenger trains are operated by Amtrak. Amtrak has increased the number of passenger trains substantially over the last decade. The Coast Starlight train travels between Los Angeles and Seattle and stops once daily in Santa Barbara northbound and southbound. The San Diegan operates between Santa Barbara and San Diego with three daily round trips to Santa Barbara. In fall 1995, a new San Diegan was added that travels north to San Luis Obispo. The last San Diegan each evening lays over at a spur between Santa Barbara and Salsipuedes Street in the Waterfront area of Santa Barbara. This late evening northbound San Diegan then becomes the first southbound passenger train in the morning.

CalTrans, in cooperation with Amtrak, has plans to provide additional passenger stations between Santa Barbara and San Luis Obispo with the intent of promoting commuter traffic between the new stations. An unstaffed station at Carpinteria was recently opened. Proposed stations include Goleta, Guadalupe, and Surf. All of these stations would be unstaffed. In addition to the proposed Goleta Station, a new overnight layover spur would likely be provided in the Goleta area to replace the one in Santa Barbara's Waterfront.

Water Transportation

The Santa Barbara Harbor serves both the commercial fishing industry, recreational boaters, and others who enjoy the Harbor atmosphere. Facilities for commercial fishing, storage areas, and retail and recreational activities are located in the Harbor area. The demand for Harbor slips far exceeds the supply and there is a waiting list consisting primarily of recreational boaters.

The Local Coastal Plan, adopted in 1981, required the preparation of a plan for the Harbor and Stearn's Wharf that will maintain the existing "working harbor" nature of the area. The Harbor Master Plan and associated changes to the LCP received final certification from the California Coastal Commission in June 1996. The goals of the Harbor Master Plan are to provide for primary ocean dependent uses, such as fishing and recreational boating, and for secondary uses, such as ocean related and visitor serving uses. In order to improve access to the Harbor area, the Harbor Master Plan (HMP) includes several policies related to circulation issues (see Chapter 9, Coastal, for more detail).

The City should also consider working with cruise ship lines to determine what facilities would be needed to make Santa Barbara a regular stop on Pacific Coast trips. Cruise ships bring in tourists without automobiles or the need for overnight accommodations. Such tourists can walk or use shuttles to explore the Santa Barbara Waterfront or will visit historic locations via tour bus. Cruise ship passengers can have a healthy impact on the City's economy without substantially impacting the circulation system.

POLICIES AND IMPLEMENTATION STRATEGIES

TRUCK TRAFFIC AND HAZARDOUS MATERIALS ROUTES

- 15.1 Regulate the movement of truck traffic and hazardous materials throughout the City.**
- 15.1.1 Enforce weight limits as a means to safely regulate truck traffic in noise sensitive areas, such as residential neighborhoods and near schools and hospitals.
- 15.1.2 Ensure that signage indicating weight limits is clearly posted throughout the City.
- 15.1.3 Coordinate with agencies, such as the California Highway Patrol, the County Office of Emergency Services, and Union Pacific Railroad, to regulate the transportation and storage of hazardous materials in and through the City.
- 15.1.4 Continue to coordinate with the County to implement the Hazardous Waste Management Plan of the Santa Barbara Municipal Code.
- 15.1.5 Support the development and implementation of a quick-response emergency services program for the 101 Freeway and railroad corridors and continue to support the City's Hazardous Materials Team.
- 15.1.6 Continue to oppose the transportation of spent nuclear fuel through the City.

OTHER TRANSPORTATION FACILITIES

- 15.2 Manage and operate the Airport in an efficient, cost effective, and safe manner.**
- 15.2.1 Operate the Santa Barbara Municipal Airport in a safe and cost effective manner.
- 15.2.2 Accommodate a variety of users, such as commercial and general aviation users, at the Santa Barbara Municipal Airport.

- 15.2.3 Implement the Airport Industrial Area Specific Plan to address circulation issues associated with the industrial area on the north side of the Airport, including policies designed to:
- improve vehicle circulation within the Plan area, including improved access to Hollister Avenue,
 - improve usability of the street system for pedestrians, including making the system more inviting and providing a pedestrian walkway along Hollister Avenue,
 - accommodate and support alternative modes of transportation, including working with Metropolitan Transit District and other agencies to provide transit and shuttle service within the area and to surrounding areas,
 - coordinate bicycle and pedestrian facilities with those planned by the County and design the new street system within the planning area to accommodate bicycles and pedestrians, and
 - develop a direct link between the Airport and the Goleta Rail Depot.
- 15.2.4 Implement the Aviation Facilities Plan to address existing and projected future safety and operational needs of the Airport.
- 15.2.5 Work with agencies, such as the FAA, the County Planning and Development and Public Works Departments, and U.C.S.B. to address circulation and Airport related issues, such as noise and the use of alternative modes of transportation.
- 15.2.6 Support the creation of excellent transit access to and from the Airport terminal.
- 15.3 Work with transit providers to ensure safe and reliable rail transportation.**
- 15.3.1 Coordinate with rail transportation operators, such as Union Pacific Railroad and Amtrak, to ensure safe and reliable rail transportation in the City.
- 15.3.2 Work with rail transportation operators, such as Amtrak and Metrolink, to increase regional and commuter passenger rail service and connections to help reduce dependency on the automobile.

- 15.3.3 Consider the development of a light rail system that serves the City and the South Coast.
- 15.3.4 Develop the train depot as a major gateway of the City. Provide traveler amenities and connections to other modes of transportation.
- 15.4 Operate and manage the City's harbors and waterways in a safe, efficient and cost effective manner.**
- 15.4.1 Provide water transportation facilities to serve a variety of users such as recreational, tourist, commercial users, and Channel Islands National Park visitors.
- 15.4.2 Implement the Harbor Master Plan.
- 15.4.3 Encourage the development of scheduled water transit between local coastal communities.
- 15.4.4 Dredge the harbor, inlet, and recreational boating area to allow safe commercial and pleasure boating.